

2-5-1986

Avion 1986-02-05

Embry-Riddle Aeronautical University

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Candidates vie for Sr. Class positions

By Richard S. Calvert

Tonight at 8 p.m. in the University Center, the Senior Class will gather to discuss issues concerning their graduation. One of the major topics of the evening will be the election of the Senior Class officers. Open to the student electorate are the offices of Class President and Vice-President.

For Class President, Brian Finnegan has held several leadership positions while a student at ERAU. Former offices include Avion Editor-in-Chief, SGA representative, and membership in Omicron Delta Kappa. Finnegan has worked in AMT as lab assistant, served in the flight weather room, and a Co-op with Federal Express.

Brian Finnegan believes he should serve as Senior Class President. "I'm in touch with the students." His goals for the graduating class include greater unity and contact with the Alumni Association following graduation.

Commenting on his time at ERAU, Finnegan noted that Riddle has played a major role in his development, and he would like

to see a point around which students may rally.

According to tradition, each trimester the Senior Class selects a project to, in some way, enhance the physical appearance of Embry-Riddle. Finnegan feels that the upper balcony outside the University Center needs work, and hopes the class will dedicate its time and motivation to ensure that balcony becomes presentable once again.

Bill Thompson has many interesting attributes. He has held the position of SGA representative, chaired the annual Riddle Regatta committee, been a member of the Vet's club, and presently serves on active duty as a lieutenant in the United States Navy.

Thompson is concerned with getting the class together—getting them motivated. He said he would like to "go to them to start with." He is running independently for the office of president. Thompson commented that he has no definite plans for a class project, though he would like to ensure that the "Pitt Special" gets hung in the University Center. That project is currently awaiting action from the Student

Administrative Council.

Bill Thompson transferred to Embry-Riddle approximately one year ago. He adds that he is devoted—"I can get the job done."

Another candidate for the Senior Class President is Armando Segarro. This gentleman has been in attendance at ERAU since the fall of 1982. An Air Studies major, Armando has secured his private pilot's license, and has been a computer lab assistant.

Running with Vice-Presidential candidate, Geoff Anderson, Segarro held a position as Area Public Affairs director for the Arnold Air Society during his time at Riddle.

Segarro said that he would like to plan a party at Sea Escape for 350-400 people. There he would try to arrange for a group discount.

For Class plans, he would like to "do something for the students; to build morale." He feels that the Senior Council should decide on ideas for the project.

Vice-Presidential candidate Dan "Curly" Eberhardt is running along side Bill Ulm, who

seeks the Presidential position. He majored in Professional Aeronautics with a concentration in Air Traffic Control. A student at ERAU since the summer of 1984, Eberhardt has resided in both dorms I and II.

While his class project plans are still under consideration, he feels that there are enough memorial plaques on campus. He would possibly want to fix up the balcony, and wants the effort to help the entire school, not just the seniors. He remarks that memorials aren't continuous; they are looked at once and never again.

Eberhardt is an active member of the Vet's Club. He is currently the president of the ROA. Also, Eberhardt is a member of Sigma Chi. He hopes to secure a pilot's slot, and will be attempting to attain an FAA Air Traffic Control position along the way.

Also for the office of Senior Class Vice-President is Geoff Anderson. Anderson, the current president of the Young Republican club on campus, has held the position of associate justice of the student court, a

See ELECT, page 9



Photo: photo by Brian Nicklas

Performing Honor Guard duties at the 24 Hours of Daytona was the Army R.O.T.C. unit under the command of Cadet Martin Bixby. The detail presenting the Colors included Bill Watson, Eric Platt, Charlie Kim, Bruce Martz and Rick Williamson. Raising the flag on the infield tower were Michele Lavigna, Kyle Mardis, Joe Scialdone and Greg Tarancon.

Riddle eyes possible TV station

By Bill Fisher
Avion Staff Reporter

Embry-Riddle Aeronautical University (ERAU) and four other local institutions of higher learning have joined together in an effort to bring educational television programming to the Volusia County area.

The group has incorporated and formed the Coastal Educational Broadcasters (CEB) and includes Daytona Beach Community College (DBCC), Stetson University, Bethune-Cookman College (B-CC), and the Atlantic Center for the Arts (ACA).

CEB received approval from the Federal Communications Commission (FCC) in June of 1985 to establish an educational television station in New Smyrna

Beach. The station will broadcast over channel 15, and be a member of the Public Broadcasting System (PBS).

Programming will consist of educational and instructional programs with some supplemental programs provided by PBS, the American Christian Television Service, instructional networks such as the Stanford Instructional Television Network, and news features from the Associated Press.

According to John Fidel, Vice President, Director of Development at ERAU, the station will be "primarily operated by Stetson and DBCC with involvement of the students in their communications and television pro-

See PBS, page 10



Trauma One...

This MBB BK-117 "Space Ship" medical helicopter stopped briefly at Halifax Hospital in Jacksonville. Operated by USJet of Washington, D.C., "Trauma One" is based at the hospital in Jacksonville and provides emergency as well as critical care transport.

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Avion photo by Brian Nicklas

Required periods for flight blocks cut to four hours

By Steve Cagle

In an attempt to accommodate flight students who currently have to arrange classes around a six hour block of time, many flight courses will soon only require a four hour block.

Flight department chairman, Paul McDuffee, said they will begin the four hour block scheduling this summer and fall. In the past with six hour blocks, students were allowed to encroach on the first and last hour of their flight times when class conflicts were present. The drawback of the new system is that this will no longer be an option for students since the entire

See BLOCK, page 10

Editorial

Remember...

This week, the Avion remembers Challenger and her crew through the words of Space Technology Editor and L-5 President, James Banke, at the memorial service last Friday.

As students and educators of the aerospace industry, we especially experience the hurt and sorrow of this national tragedy. The loss of both the crew and the orbiter Challenger touches each one of us for many different reasons.

Some of us were here in 1980 when Commander Scobee visited this campus and inspired us to reach for the stars. Many of us have been touched more recently watching the IMAX film, the Dream is Alive—and have seen Dick Scobee, Judy Resnik, and Ron McNair floating about the cabins of Discovery and Challenger on three separate missions.

In our world of aviation and space we establish a close bond with the machinery that makes the aerospace industry come alive. So we join the nation in mourning the loss of the crew, we also grieve at losing the orbiter Challenger.

Some of us were exposed to the orbiter in a very personal way, and all of us share in the memory of the many historic-firsts that happened aboard the workhorse of the nation's spacecraft. America's first woman, and first black flew aboard Challenger, and the first repair of a spacecraft in orbit happened in Challenger's cargo bay.

Embry-Riddle sits next to this airport partly to inspire its students with the sights and sounds of the airline industry. It is no accident that Shuttle launches are also quite visible from the campus—inspiring students to take what they have learned and push back mankind's frontier into a new realm.

As the shuttle appeared to explode over 'A' building, some students may have thought their future was disintegrating before their eyes. Those of us who are heading into the space program as a career may feel uncertain as to what will come.

We cannot let this incident affect our enthusiasm. Our space program still exists, and has the support of our President. Critics will say to hold back—take it slow and careful. But we cannot let that happen.

In Dr. Richard Hallion's book, *Test Pilots*, he quotes Wilbur Wright who said in September of 1910, "If you are looking for perfect safety you will do well to sit on a fence and watch the birds, but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial."

We have learned how it is to feel the first disaster, and there will be more. But we will enter an industry where safety is paramount. And no matter what your degree program—engineering or management, pilot or technician—dedicate yourself right now to excellence in using your talents to prevent more tragedies in the skies.

Mission 51-L's flight lasted just over a minute, but its effects on our lives will last a lifetime. Let it affect your life in the most positive of ways. We must continue on.



Letters to the Editor

Marquee woes

To the Editor

In response to the letter "Banner Crop," I would like to suggest slipping the print shop altogether and using the marquee in the corner of the U.C.

The marquee. Now there's a place of equipment that never gets looked at.

The senior class of Spring '86 put up this marquee to rid the U.C. of those unsightly banners. So far, I have seen only a few messages go by as I sit and watch it.

Last Trimester, I inquired into the reason why it is never in full use. I was told that it was hard to see. Since that time they have shaded it, and removed the smogged glass from the front. It can now be seen from all over the U.C. I know because I have checked.

Recently, I inquired again into

the reason for its non-use. The answer this time was that no one ever looks at it. Well, of course they never look at it! All those ugly banners are still being put up, and the students don't have to look at it.

Let's see this project to the end. It will make our U.C. a much nicer place to visit.

Wayne Rudisalle
Box 2027

Fly It Right

To the Editor

Please print this letter of commendation to Mr. Gregory Herkings.

It is with great pleasure that I commend you for your actions as the pilot in command during an inflight emergency that occurred while you were conducting a routine training flight. The previous

professionalism you demonstrated was instrumental in the safe landing of the Cessna Cessna on runway 24L at Daytona.

As one of the students in the final phases of the flight training curriculum you have progressed through many hours of study and practice that the program demands. Through it all you have heard numerous instructors advise you on the proper procedures when dealing with flying emergencies. If you are like the rest of the flying community here, you worked hard and hoped you would never have to employ those procedures. Well, it happened. During your first PIC flight in the Cessna Cessna you

well done.

Your actions in the face of this hazardous situation should be emulated by all Embry-Riddle flight students and instructors as well. Congratulations for a job well done.

John W. Hopper
Training Manager

Letters to the Editor should be turned in no later than 6 p.m. on the Thursday preceding publication. Submissions must be signed with the individual's name and ERAU box number. All letters are published at the Editor's discretion.

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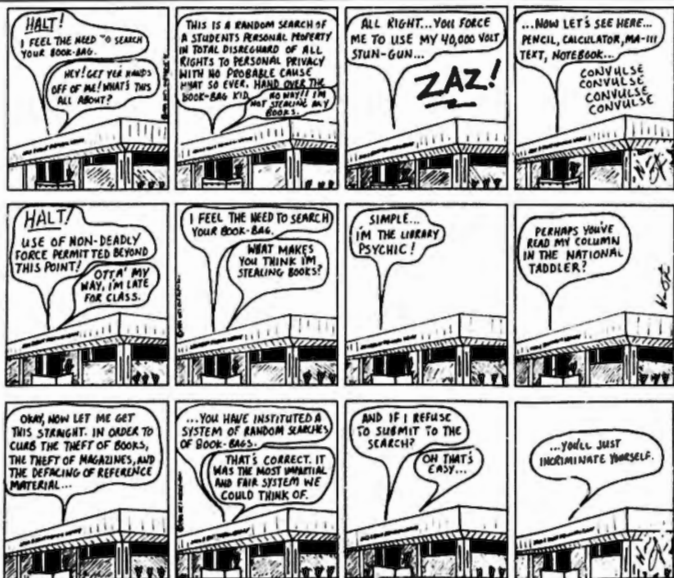
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wes oleszewski



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Funded by the Students of Embry-Riddle

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The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited (or brevity and may be printed provided they are not libelous, obscene, or obscene). All letters must be accompanied by the signature of the writer. Letter writers shall confine themselves to one topic. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Richard Calvert, Gordon F. Crago, James Banke, Tim Van Milligan, Mark Stern-Montgomery, Steve Cagle, and Tim Markwald. The Avion is an Associated Press affiliate newspaper and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated Collegiate Press.

The Avion is produced by a volunteer, student-journalist staff weekly throughout the academic year and is weekly throughout the summer. The Avion is funded through student government fees and advertising revenue.

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AP Associated Press

"Do you think ... Embry-Riddle should get an airplane to permanently display in front of the university?"



Jeff Wingfield— "I think it would be nice, as long as it wasn't too expensive. There's not much fun to it, other than just sitting out there looking like a logo, so I wouldn't want to waste that much money that they could be using to further enhance my education."



Chris Ford— "It would be nice to have, but with the flight course, that money would probably, be better spent getting another twin or another Crusader, because of the amount of people trying to get in that course. If there was no charge, oh yes, definitely."



James Gordon— "Yes, I do. I think it'd be nice. It would be attracting. It would draw people's interest to come look at it."



Kal Weller— "I think that would be a nice idea. It would help show that it's an aeronautical university."



Jeff Miller— "If we could use one of our old aircraft, one that was going out of service. Yes, I don't think there's anything wrong with it. I don't know about going out and buying one to put out there but I think that it would definitely be an attraction point for people passing by in the entrance."

News Briefs

Associated Press

Suspect airline gets gov't contract

WASHINGTON — Arrow Air Inc., the airline whose chartered jet crashed in December with 248 soldiers aboard, received a new contract from the Air Force Friday "for long-range international air transportation service."

The contract, worth \$7.6 million, was awarded under the normal contracting procedures for airlines that participate in the Civil Reserve Air Fleet, or CRAF. It calls for charter service by the airline through September.

A Pentagon official who asked not to be named said the contract was awarded because Arrow Air still holds a valid operational certificate from the Federal Aviation Administration and is part of CRAF.

FAA orders J78 jet inspections

MIAMI — The Federal Aviation Administration has ordered an inspection today of a Miami maintenance company that was cited Friday for improperly overhauling 27 Pratt & Whitney JT8D jet engines, FAA officials said.

FAA spokesman Jack Barker said no injuries or accidents have been attributed to the engines overhauled by AeroThrust Corp.

The engine parts involved are the engine's combustion chambers. The Pratt & Whitney JT8D is used in Boeing 727s and 737s, DC-9s and most commercial airliners.

Failure of a JT8D combustion chamber was blamed in the crash of a Boeing 737 on takeoff from Manchester, England in August. The crash killed 35 of the 137 people aboard.

The FAA on Friday issued an emergency order requiring immediate repair of 27 engines and inspections of 77 others that were maintained by AeroThrust.

Jarvis' dad's car stolen by teen

ORLANDO — A teen-ager charged with possession of a stolen car said he didn't know that the 1978 Ford belonged to the father of a Challenger astronaut, police said.

While Bruce Jarvis attended memorial services in Houston for son Gregory and the six other crew members killed when the shuttle exploded, the \$1,600 car was stolen from outside his apartment complex here. Police found it Sunday in Casselberry, a small town northeast of Orlando and arrested the 17-year-old who was driving it, said Casselberry patrolman Mike Toole.

"I guess we are surprised that anything like this would happen. It's like adding insult to injury," said Ellen Jarvis, who also attended services for her stepson at the Johnson Space Center on Friday.

'Rambo disciple' burglarizes home

GAINESVILLE — Police have described a 14-year-old boy charged with a series of burglaries and auto thefts which occurred over the last two weeks as "a Rambo disciple."

The youth was arrested Jan. 24 and charged with stealing a car and a truck, burglarizing a car and a home and possession of a short-barrel shotgun, Gainesville police said.

The boy had already been "a problem runaway for us" before he was arrested for the recent crimes, said Sgt. K. L. Pate.

The youth is being held in the Alachua County Juvenile Detention Center until his trial.

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The youth is being held in the Alachua County Juvenile Detention Center until his trial.

He had been living in the woods for some time, staying in a tent and using other military items he allegedly took from a nearby home.

"He had set up shop more or less right there in the woods," Pate said. "I guess he's what you could call a Rambo disciple because he had stolen all the materials he needed, and he was just camping out."

Parachutist dies following freefall

FORT WALTON BEACH, Fla. — An Air Force parachute instructor collided in mid-air with a student jumper before plunging to his death at nearby Eglin Air Force Base, but may have survived if he had worn an automatically opening parachute, an accident report indicates.

The report on the Dec. 8, 1985 death of Staff Sgt. Robert M. O'Dell, 30, was obtained by the Fort Walton Beach Log, a weekly newspaper, last week through the Freedom of Information Act.

O'Dell was a native of England and retained his British citizenship although serving in the U.S. Air Force, an Eglin spokesman said Tuesday.

Tech. Sgt. Gene Toole, one of the four students who made the night jump from 13,000 feet with O'Dell, told the investigators he felt someone bump into his leg so hard that he thought it might have been broken while free falling at 8,000 feet.

Sandinistas weaving tangled web

By Jack Anderson and Joseph Spear

WASHINGTON — Like their Soviet mentors, the Sandinistas who rule Nicaragua evidently believe in a simple expedient when caught in an embarrassing situation: lie.

When we presented evidence, gleaned from cables to the State Department from the U.S. Embassy in Managua, that Nicaraguan employees of the embassy had been harassed and threatened with death by the Sandinista secret police, the Nicaraguan Embassy in Washington issued a flat denial.

Point by point, the embassy's written response contradicted our evidence that the local employees

had been threatened, abused and subject to long hours of interrogation.

Then the Sandinistas went one step further: They said an American Embassy official, Bradley Johnson, would confirm their story. We don't know whether to admire the Nicaraguans for their nerve or pity them for their foolishness — because their purported reliance on Johnson was a gigantic bluff. They knew that Johnson was vacationing in the United States, and apparently they thought we wouldn't bother pursuing him — or the story — once we had noted their denial. But we called their bluff and tracked down Johnson. The Nicaraguans turned out to have nothing but a fourflush.

"They're lying," Johnson told our associate Lucette Lagnado. He contradicted absolutely the Nicaraguan claim that he had accompanied the embassy employees summoned for interrogations and waited for them. The only person he had taken to the police for questioning was "the girl I was dating," a Nicaraguan student who had nothing to do with the embassy.

Even Johnson's description of that single incident would hardly support the Nicaraguan Embassy's pious protestation of innocence. He said his friend was grilled from 8:30 a.m. until 6:30 p.m., was accused of being a spy and a traitor, and "was told if she saw me she would be spend years in prison."

Alarmed by the threats of the secret-police goons, Johnson got his friend out of the country. Diplomatically, he suggested that this incident may have been what led the Sandinistas to believe that he had accompanied the embassy employees called in for interrogation.

Johnson can believe it was bureaucratic confusion if he chooses. But with all due respect, we've had too much experience with official pronouncements over the years to take such a charitable view.

Johnson's knowledge of the embassy employees' questioning gained from talking with several of them afterward, doesn't support the Nicaraguan embassy's claims, either.

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Only 5 Minutes From ERAU



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Will appear at
University
Center
Friday, Feb. 7
8:30 p.m.

BILL ULM
and
DAN
"CURLY"
EBERHARDT

For Senior Class
President and Vice President

Sponsored by
Sigma Chi Fraternity

Riders

By Rick Fingers
Club Spokesman

Club and Organizations day was very worthwhile for the Riders with forty new names added to the club list. Many of those interested were attracted by the Kawasaki 1000 Ninja and Harley Davidson 1100 Sportster which were both on display. There was even a special appearance by MOM.

A few potential new members expressed an extreme interest by showing up for a weekend ride even with the weather forecast

Motorcycle Club

being questionable. Hopefully, they had a good time and will continue to ride with the club. The weekend adventure was a run to the historic city of St. Augustine. After a treat of seeing the flying swimming dog, the club ate lunch at the famous Mill Top Inn. Most of the day was spent looking around the city and exploring the Old Fort. The weather turned out nice than expected so the stay was a little longer than originally planned. The total trip was about 130 miles. The activities committee met and has created a tentative

schedule of events for the remainder of the trimester. Events such as a camping trip, a canoe ride, a run to Cedar Key, the Orlando Street Nationals and, of course, riding in the Bike Week Parade are only a few of the planned activities. The ride scheduled for this coming weekend will be a cruise to see the manatees at Blue Springs. Tom has a special interest in this for some reason. The club will meet for the weekly social night at the Oyster Pub this Friday night. Letters will be put in mail boxes to inform riders of upcoming scheduled events.

15

Aerospace Society

By John Getay
L-5 Vice President

Of course we have all been affected by the L-5 of the Challenger and her crew. However, we are not letting this stop us or even slow us down.

At tonight's meeting we will present the calendar for the rest of the tri. Anyone who attends will get a genuine copy of the calendar to take home and hang on the wall next to your laser printer. Hopefully, this will prevent anyone from missing an L-5 event. The meeting is at 7:00 p.m.

In A-201

"First on our list of events is a trip to the Planetarium Friday— that's this Friday, February 7. We will be viewing a show on Comet Halley. It should be a good way to prepare for our Halley's Comet camping trip in March. Details to both of these events will be available tonight."

Other activities to look forward to are activation of L-5's model rocket division with a "sport launch" next Saturday and a demo launch during AIAA's Engineer's Week, a trip to Kennedy Space Center, and attending

an AIAA dinner meeting to hear a presentation on the possible manned Mars mission. All of these are happening this month.

In the months ahead we will be learning all about the space program's past and present. Viewing Comet Halley when it emerges from behind the sun in March (as I said before), selling Laser Prints, showing off at Skyfest and more.

L-5 is going to work even harder to support the space program, educate our members (and everyone) and "keep the dream alive!"

AFROTC

By C/1st Lt. Greg Donald

Things seem to be progressing well as we move through our fourth week of classes. For those interested in sports, there is the 1986 Lime Cup competition which will take place on the first day of March. The sports event will be held at the University of Central Florida and will include, along with Embury-Riddle, such schools as the University of Miami and Florida State University. Try out for the event will be held beginning the last week of January. Events scheduled for the competition include volleyball, racquetball, tennis, tug-of-war, muscledance, and, lastly, a 4.5 relay run.

The rest of the term will include activities such as a deep sea fishing trip the last week of February and a golf tournament for all GMC's and POC's which will be coming up in March. Be sure to

get involved in whatever you can and make your AFROTC experience enjoyable for yourself. Finally, for all those who are planning on attending FT this summer, don't forget about PFT

Arnold Air Society

By 1st Lt Russell Barrie
AAS Public Affairs Officer

The Arnold Air Society has had, so far, a very busy trimester but, the members and the pledges still have a long way to go. The Spring 1986 pledge class began their pledgship this past weekend with a car wash at Central Bank to raise funds to satisfy one of their four service projects. All of their projects have not yet been planned but, pledges should be thinking of ideas.

Congratulations to the elected officers of the pledge class; Presi-

bright and early, on Saturdays at 6:00 a.m. It's even better this year, so take advantage of this opportunity to prepare for Summer Camp.

dent Pete Bristol, Vice President A.J. Pope, Comptroller Scott Tabor and Secretary Pat Remick.

This past weekend AAS helped with the activities at the Special Olympics by giving out trophies to the winners of each event. Then Saturday, Feb. 8, we will be holding a car wash at Central Bank on Rte. 100 from 10:00 hours through 1:00 hours. We have everyone support so please bring your vehicle by to be washed.

In closing, AAS would like to convey their deepest sympathy to the families and friends of the shuttle crew who perished in the tragic accident of the shuttle Challenger.

held on Feb. 5 in the Common Purpose Room at 6:00 p.m.

On a final note, with the races approaching, it should prove to

AHP

By Geoff Waxman
AHP Writer

Alpha Eta Rho continued to make further adjustments to its structure this past week. Vice President Pat Aversa resigned due to his responsibilities with schoolwork and other commitments. Pat has done a great job up until now, and he'll be missed as Vice President. Treasurer Ted Mandeville also resigned for the same reasons. Mandeville managed to keep us in good supply throughout the first

Alpha Eta Rho

trimester. Both of these guys made a honorable decision, for they knew they could not fulfill the position.

The good news is that Alex Sokolaki, Alan Hickey Mouse, has been chosen to be the Vice President. Darren White, alias Hooker, has been chosen to be the Treasurer. President Ben Barrocks has made two fine decisions, and is confident that his decisions were right ones. Good luck guys!

Daytona Racetrack better be prepared for the AHP members.

Young Republicans

By Ed Bailey
Secretary

Thanks to the efforts of our now-President Geoff Anderson ERAU now has a Young Republicans' Club. The club's former absence at Embury-Riddle was conspicuous; after all, this is where the students burned the flag of North Vietnam, instead of Old Glory.

With the conservative revolution getting underway, it's about time for us to become organized and active. The more the merrier, so consider yourself invited to our weekly meetings, held Mondays at 7:30 p.m. in the Faculty Staff Lounge (upstairs in the U.C.). Even if you're a liberal, we'd like to hear from you.

THE WEEKLY POLEMIC
What is conservatism? It is the normal American's outrage at the

abuse of the Left, and the resultant process of clarifying and reaffirming the values and ideas of America, so as to better preserve them. In a way, liberalism's attempt to subvert and supplant the Western heritage has strengthened it instead.

This does not mean that the Leftist's efforts are futile; on the contrary, he has the upper hand. Who expects much of higher

devil's advocate for the sake of advocacy. Now it fills that role for the sake of the devil, and not only metaphorically. Liberalism has been infected by the Left, and has become the instrument of creeping socialism.

At every turn, it reveals its contempt for patriotism, for private ownership, for the family, and even for God. On foreign affairs, defense, and security issues, the liberal is consistently a

Silver Wings

By Pete Martin
Public Relations Officer

Are you ready for a change in

At the last meeting, the members worked on a tentative plan for fund raisers to cover the club activities and a scholarship. We are also planning several activities with the other organizations on campus to help promote club unity at ERAU.

If you missed our last meeting, come to the next one. It will be

Conratulations to the elected officers of the pledge class; Presi-

Silver Wings

By Pete Martin
Public Relations Officer

Are you ready for a change in life? Then Silver Wings is the club for you. Silver Wings is open to all students who are interested in working with people and the community.

Club writers must turn in their articles by 6 p.m. on the Wednesday prior to publication. Organizations may submit material before 6 p.m. on the Thursday preceding publication if on diskette in wordstar format. The Avion encourages clubs and organizations to submit photos of recent activities to further inform the student body of Embury-Riddle.

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Are you ready for a change in life? Then Silver Wings is the club for you! Silver Wings is open to all students who are interested in working with people and the community.

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Purpose Room at 6:00 p.m. On a final note, with the races approaching, it should prove to be a busy and exciting month. Remember, if the monotonous routine of school is dampening your spirits, then join Silver Wings — the alternative!

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THE WEEKLY POLEMIC
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This does not mean that the Leftist's efforts are futile; on the contrary, he has the upper hand. Who controls much of higher education and the media, the means by which information travels? Who has established the welfare state, with its entrenched bureaucracy, designed to buy the votes of special interests? We must untiringly oppose the consolidation of left wing power.

Liberalism used to be a good thing. It used to seek justice for the little guy who was otherwise helpless against powerful interests. It now represents powerful interests. It used to play

tempt for patriotism, for private ownership, for the family, and even for God. On foreign affairs, defense, and security issues, the liberal is consistently a mouthpiece for the Kremlin. And Russia, of course is the particular Hell that the liberal path of good intentions leads to.

In all fairness, most liberals don't veer left at every turn. They are often decent, God-fearing people who love their children and their country. But being a good guy doesn't excuse helping the bad guys. It's up to all of us to live up to the responsibility that comes with freedom, and to exercise moral realism.

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President and Vice President
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ΣΦΔ

Sigma Phi Delta

By Thomas Rau
Historian

Each week this space is normally used for informing you about what's going on at Sigma Phi Delta, this week however, I feel obligated to dedicate this article to the manned space program.

Although by the time you read this a week will have passed since the tragic loss of mission 51-L, please bear in mind that it was written the same afternoon and information about the cause was unavailable.

We all too often talk about walking the outside of the envelope or going where no man has gone before without really thinking about what it is we are saying. As Engineers we will always strive to make things better than they were before, and more importantly to do things that a short time ago were considered impossible.

This is when the greatest danger for failure exists. Although we all strive to avoid failure, we must realize that when it does occur we are bound by conviction to learn from our failure and to use this information to move ever forward. After

all, mankind would have never entered the realm of flight had our predecessors given up to failure.

We never would have achieved our goal of sending men to the moon if we would have allowed the Apollo 1 tragedy stop us.

As Engineers it is our responsibility to never leave a job half done, nor to allow shoddy workmanship of materials to be used. After all, faulty testing, and design cost three lives on Apollo 1.

Everyday, people go onboard airplanes in good faith hopeful that the engineers, technicians and crew all perform their jobs as expected. All the more reason why we must always strive to do our best.

Whatever the cause or causes of this disaster turn out to be we must not let it hinder the conquest of space. Looking back at NASA's track record we can see that the exploration of space is worth the risks.

Since May 5, 1961 the United States has launched 35 manned missions into space, carrying more than 170 men and women

into space. In the past 25 years, there have been ten Astronauts which have lost their lives, of course which the seven members of the Challenger mission were the only ones to die during a launch.

The Soviet Union has also lost men to the intergalactic dangers of space flight. During reentry Soyuz 1 apparently began tumbling, causing the parachute shroud lines to tangle. The reentry module impacted at over 400 mph killing the single crew member.

After Soyuz 11 docked with Salyut 1 three cosmonauts died during reentry due to decompression of the reentry module. More recently, Soviet cosmonauts were injured during a launch pad abort caused by a booster explosion.

All of these men and women went into space fully understanding the risks they were taking. It would serve only to dishonor them if we allow this accident to serve any purpose other than to make us more determined then ever to conquer the unknown.

We must realize that more lives are bound to be lost in air transportation. The only thing we can do is to do as good a job as possible to prevent these accidents.

Army ROTC

By Laura Skarnia
AROTC Correspondent

It's easier said than done! Picture this: you are unloaded from a truck during the night and placed at some point along a road. In one hour, you are to arrive at a second point approximately 600 meters away. Only the thick darkness separates you from your objective: Could you accomplish this mission?

Some fifty Army ROTC Cadets negotiated four land navigation courses including the one previously mentioned, during the field training exercise (FTX) at Ocala National Forest on 25 and 26 January.

The weekend long FTX started at 6:00 a.m. Saturday with a corps formation and equipment check. MS I's and II's were given basic land navigation courses while the MS III's had already started the land-nav courses.

The MS I's and II's were taken on a terrain walk to familiarize themselves with their surroundings. Having accomplished this,

they went on to complete two land navigation courses, while the MS II's completed four. The MS III's completed their fourth land navigation course during a downpour on Sunday. Although the weekend was cold and wet, one, five MS III cadets were able to ignore the weather and focus on "attention to detail."

The following cadets obtained a maximum score on all four lanes: Cadet 2nd Lt. George Wilson, Brian Weipfahl, Damien Trabold, Leena Mohler, and Jude Korch.

The FTX ended in time for the Cadre and Cadets to go home and watch the Superbowl. Physical Training (PT) should be an easy 300 points at Army ROTC Advanced Camp. Many cadets from ERAU obtained a maximum score in PT which bettered their overall performance at camp last summer.

MS III's should be aware of how essential it is to go to camp in the best physical shape. It is not to late to get in shape! During Jan., two MS III's ob-

tained maximum scores. They were Jonathan Russell and Brian Weipfahl. Of the MS IV's, the following cadets scored 300: Greg Reid, Pat Tegen, Rick Crough, Rob Bahnerman, Tim Crowen, Brenda Edwards and Jim Douglas.

New to Army ROTC is the "Rotorheads" softball team. The captain of the team is Cadet Corps Commander Tim Crowen. The Corps is encouraged to cheer on the rotorheads during their softball games against other teams from ERAU. The games are usually held on Sunday on the University grounds.

Coming up this semester in the military ball. Volunteers will be needed to help raise money so it will not be necessary for the cadets to pay for tickets to the ball. Let's work together to keep this situation from becoming a reality!

Question of the week: What does the acronym KISS stand for?

Answer: Keep it simple stupid.

ΣΧ

Sigma Chi

By S. Anthony Quinn
Chapter Editor

Now that rush week for this spring pledge program is over, the Brothers of Sigma Chi are evaluating the success of the past few weeks. There are a lot of new rushes that will hopefully enter into the Spring 1986 Pledge Program.

This trimester, Brother Paul English will serve as the pledge trainer. He recently proposed a

rush program to the chapter which was overwhelmingly approved with a unanimous decision. He has all of the support of the Brothers. They are all looking forward to a successful pledge program.

On Feb. 27 and 28, Sigma Chi will hold its biannual Red Cross Blood Drive in the U.C. Already, in the history of this Sigma Chi Red Cross Blood Drive, they have raised 10,922 pints of blood. So be thinking ahead about

donating blood. It is possibly one of the most meaningful and valuable gifts any human can give to another. So please help out.

The national tragedy that occurred last week, the explosion of the space shuttle, caused a severe hush over the whole ERAU campus and certainly in the Sigma Chi house. All that we can do now is look forward to the future and be thankful for those who dedicated their lives for our benefit.



By David Dodson
Team Captain

Flight Team

notified at the next meeting.

The selectin board also has its hands full, processing the applications for new team members. The testing phase has been completed and interviews have begun. Applicants will be notified of the date, time and location of their interview by phone or mail, sometime this week. Good luck to everyone.

All of the team members would like to thank Mr. VanBibber for his invaluable help throughout last semester. Mr. Van, who has noted so much of his time to the team, was the driving force behind us at Regionals, last year.

We couldn't have done it without him.

During last Tuesday's meeting a moment of silence was held to honor the seven crew members of the Challenger mission. Needless to say, we were all shocked and saddened to discover what happened. Our deepest sympathies are extended to the families and friends of the astronauts.

Remember, meetings are being held half an hour earlier now, 6:30 for executive board, and 7:30 for general membership, on Tuesday nights. Attendance is mandatory, and please be on time, we have a lot to cover.

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Navy

Naval Aviation Club

By Robert San Gabriel
Public Affairs Officer

On Jan. 29, the Naval Aviation Club (NAC) presented an impressive fly-by demonstration and static display of a Navy A-7E Corsair II from Fighter-Attack Squadron VA-47 (N.A.S. Cecil Field). The pilot, Lieutenant Commander Bob Stevens, U.S.N., along with his wife, Pam, were the guest speakers at the evening NAC meeting.

LCDR. Stevens, a former Navy Blue Angel, intrigued club members with his outstanding career as a Naval Aviator. He has flown numerous types of aircraft including the A-4 Skyhawk, F-4 Phantom, and the FA-18 Hornet. Also, he has flown A-7E combat missions in Grenada, and

was on stand-by in Lebanon. LCDR. Stevens covered all facets of Naval Aviation, and highlighted the unending pride and professionalism encountered in a Naval Aviation career.

Mrs. Stevens delighted NAC members, not only with her charm, but also with her career experiences as a civilian pilot. Her career highlights included being a flight engineer for Republic Airlines, and delivery pilot for Cessna Corporation (She has flown the Cessna Citation). Today, Mrs. Stevens holds a position as a Second Officer in a Boeing 747 for Northwest Orient Airlines.

On Jan. 30, the NAC held a field trip to Mayport Naval Station for a tour of the aircraft-carrier U.S.S. Forrestal (CV-59).

The NAC toured all permissible aviation spaces, including lunch at the Officers Wardroom. This tour was the fourth NAC visit to see an aircraft-carrier. Other previous visits involved the other sister aircraft-carrier U.S.S. Saratoga. Note that the Saratoga was the aircraft-carrier involved in intercepting the Egypt Air Boeing 747 over the Mediterranean back in October 1985. These tours to Mayport: N.S. gave the NAC an overall scope of the U.S. aircraft carrier's role in maintaining maritime air superiority throughout the world's seaways.

On the next meeting, Feb. 12, the NAC will feature a static display of a NAVY SH-3D Sea King helicopter from Helicopter AS1 Squadron SH-7 (N.A.S. Jacksonville).

CFC

Christian Fellowship Club

By Dawn Keith
Christian Fellowship Writer

Jesus is coming? Does Jesus' coming bring to your mind images of anticipation and happiness or of doom and gloom? John says in the Revelation of Jesus Christ, "Behold, He cometh with clouds; and every eye shall see him, and all kindreds of the earth shall wail because of him." Jesus will reveal himself to mankind in all his glory, and every person will see him as he truly is. God's motive is not to send men into worshipping Him, but to reveal to men the glory due his name.

Nevertheless, God still demands perfection. It says in John 2:16, "For all that is in the world, the lust of the flesh, and the lust of the eyes, and the pride

of life, is not of the Father, but is of the world. And the world passeth away, and the lust thereof; but that which doeth the will of God abideth for ever." Sin uncovered by the blood of Jesus will not stand in the sight of God's glory. Yet, people will continue to curse God's name because they neither accept his unconditional love, nor the sacrifice of Jesus, which makes us righteous before God. If we truly love God, we will return his unconditional love and desire to have him as the ruler of our lives. What manner of love has God freely given to us, that we might be called the sons of God, to rule as joint heirs with Jesus Christ? All we have to do is accept and proclaim the sacrifice of Jesus.

Philippians 2:10 says, "That at the name of Jesus every knee

shall bow, of things in heaven, and things in earth, and things under the earth; and that every tongue shall confess that Jesus Christ is Lord, to the glory of God the Father." Whether you accept Jesus as Lord or not, God has said that you will confess that Jesus is Lord. Would you rather not accept Him and receive the glory with Jesus than confess Him and receive the wrath of God on an uncovered sin in your life?

If you have any questions pertaining to God or the Bible, please feel free to submit your question to the Christian Fellowship Box in the Student Activities Office. Regular meetings of CFC are held on Saturday at 6:00 pm in the CPR room. All are welcome to attend.

ΘΦΑ

Theta Phi Alpha

By Ann R. Melreles
Recording Secretary

The start of the new year, has brought a lot of new faces, has welcomed the girls who have joined us at our rush parties, and hope we gave you a great time

along with the extra calories. We wish to thank all the sisters for their cooking expertise, and sharing their homes for the parties.

We hope we will be seeing all the students out at the track next month. Theta Phi will be there making their first opening at the

Daytona races.

A warm reminder to all those romantics that Valentine's is soon approaching, and the sisters of Theta Phi Alpha will be offering a one and only chance to get some homemade, romantic, and heartwarming, baking goods at the U.C. Feb. 14, 1986.

ΛΧΑ

Lambda Chi Alpha

By Alan E. Williams

The Chapter would like to express our condolences to the families of the crew of the shuttle Challenger. The best way to express our feelings are through the words of Brother Mark Zuber, "Let it be known that they did not die in vain, but rather, they

died in the quest for our future."

The Spring 1986 rush for the fraternity has started off extremely well. At all our functions and meetings the Brothers and Associate Members of the Chapter have been making new friends which we hope to call Brother someday.

The Fraternity of Honest Friendship is always interested in

making new friends in what we call the Lambda Chi Experience, come check us out. We have a fraternal experience that is second to none.

You can get more information by attending one of our meetings in W-306 at 7:30 p.m. on Mondays or, by stopping one of our Brothers in a green and gold jersey.

AIAA

American Institute of Aeronautics and Astronautics

By Nancy Rustemeyer
AIAA Secretary

Thanks to the diligent efforts of our members we are now in the final stages of preparing for National Engineers Week, February 16-22, 1986. To celebrate N.E.W. the A.I.A.A. will be sponsoring several events including a static model contest, glider contest, and T-shirt design contest.

The static model contest will be held Thursday, Feb. 20, in the Common Purpose Room. Models must be submitted with a completed entry form by 11:00am in the C.P.R. located in the U.C. Judging will be at 3:10pm.

On Saturday of that same week, Feb. 22, our glider contest, featuring both paper and balsa divisions will takeoff at 2:30pm in the U.C. Prizes will be awarded for the glider which travels the longest distance.

open for ages 16 and up. Models will be judged on detail, workmanship, alignment of parts, and finish.

Prizes will be awarded to first, second, and third place winners.

In an effort to promote N.E.W. in 1987, we are holding a T-shirt design contest. Judging will be at 12:00 Feb. 22, 1986, in the U.C. The winning design will be incorporated into next year's N.E.W. T-shirt, and prizes will be awarded.

T-shirt Design Requirements & Rules:

Entries are limited to the size of a 12 inch square.

Entries are limited to two colors, one for the design and the other for the background.

Embry-Riddle Aeronautical University/American Institute of Aeronautics and Astronautics or

ERAU/AIAA must appear in the design.

Also National Engineers Week and February 17-24, 1987 must appear in the design.

The theme should be related to engineering but not necessarily aeronautical.

If you are interested in entering any of these highly competitive contests, pick up your official entry forms in the Engineering Bldg., or conveniently located at the information desk.

For those who wish to learn more about our exciting organization feel free to attend the next scheduled meeting, Wednesday, Jan. 12, at 6:00pm in the Wind Tunnel Lab. We will be discussing plans for the tour of the Martin Marietta complex in Orlando, March 13, 1986, and taking names of those people who wish to go with us.

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Last week's NASA's search continues onward

Bright plume of gas from SRB may have triggered fatal explosion

By Patrick McCarthy
Avion Staff Reporter

By Peter Martin
Avion Staff Reporter

Last Sunday ended what was, undoubtedly, the worst week in NASA's history. Navy and Coast Guard search teams continued to scour the ocean for debris from the Space Shuttle *Challenger* which exploded on Tuesday, Jan. 28. Here is a summary of last week's events.

MONDAY

Launch of *Challenger* was delayed by a malfunctioning handle on the Orbiter's hatch. By the time the problem had been corrected, winds at the landing site had picked up, and were determined to be above safe limits. The launch time was moved to 5:38 a.m. Tuesday.

TUESDAY

Ice on pad 39B causes more delay. Launch is set back to 10:38 to allow some of the ice to melt. More holds push the launch to 11:38. About 74 seconds after a nominal launch, *Challenger*'s External Tank explodes, destroying the Orbiter and killing its seven crew members. The Solid Rocket Boosters are destroyed by Range Safety 30 seconds later to prevent them from falling on populated areas. Debris from the spacecraft falls over the Atlantic Ocean for nearly an hour, delaying rescue crews from entering the area. At a late afternoon press conference, Associate Administrator for Spaceflight Jesse Moore announces the formation of an interim investigating board.

WEDNESDAY

Air and sea search teams begin recovery operations in earnest. More than 600 pounds of floating debris are collected. NASA begins to analyze available information to reconstruct the tragedy. No official speculations are released regarding the cause of the explosion.

THURSDAY

Search teams recover large sections believed to be from the Orbiter's fuselage and Solid Rocket Boosters. Smaller debris includes a control panel and some tubing. NASA begins to analyze reports on flight data, trajectory, communications, launch facilities, and manufacturing and processing of flight hardware.

FRIDAY

President Reagan mourns loss of *Challenger*'s crew at a memorial service at the Johnson Space Center in Houston. NASA deploys two small robot submarines to investigate a large object on the ocean floor. The object may be the Orbiter's crew compartment.

SATURDAY

Newly released films, taken from North of pad 39B, show a jet of flame spurting from one of *Challenger*'s Solid Rocket Boosters. The flame jet, visible for about 10 seconds before the explosion, appears to be a leak in the booster casing. Workers at

Recently released films of short-lived *Challenger*'s ill-fated launch show a jet of flame erupting from the right-hand Solid Rocket Booster (SRB) about 10 seconds prior to the explosion which destroyed the vehicle.

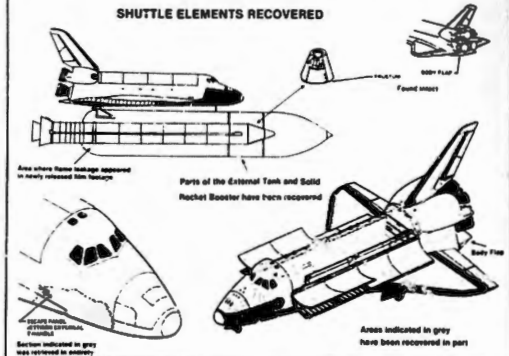
The flame could have ignited fuel in the craft's huge external tank, or set off range safety destruct charges attached to the tank.

Speculation a flaw in one of the shuttle's two SRBs led to last Tuesday's destructive accident surfaced soon after NASA's investigation began.

...ing NASA Administrator William Graham, appearing on all three network Sunday news shows, said the film, taken from a camera location north of the launch pad, shows a plume of flame emanating from the lower third of the right-side SRB. The plume continued to grow, "until it goes to the explosion point," said Graham.

Lack of telemetry data from the booster is hampering investigative efforts. The SRB's had earlier in the shuttle program) been equipped with numerous sensors to record their performance. The SRB's for this flight carried only three sensors to relay the motor's chamber pressure to controllers.

The New York Times reported this weekend that the right SRB experienced a four-percent drop in chamber pressure prior to the explosion. Graham declined to comment on the reports until further investigation. "I am more than willing to tell you anything I know as a fact, but I don't think it would be productive for me and for NASA to speculate," Graham told television interviewers.



Based on evidence released by NASA's Interim Investigation Board last weekend, focus on the cause of the tragedy is now centered on

the right Solid Rocket Booster. Meanwhile, Coast Guard ships continue to accumulate debris from the wrecked orbiter.

The film shows flames leaking from the SRB during the last 13 seconds prior to the explosion which engulfed the orbiter and its seven-member crew. The loss of chamber pressure would be a logical result of a breach in the SRB's casing.

Location of the rupture appeared to be near the lower attachment point between the SRB and external tank. The SRB's are attached to the tank at two locations.

The SRB's experience various forces during their processing, launch and flight.

While the shuttle system is resting on the pad, a set of four

bolts in the base of each SRB is used to hold the vehicle to the pad. The bolts are 3.5 inches in diameter, and they support the entire vehicle until ignition of the SRB's and liftoff occurs.

During the normal launch sequence, the liquid-fuel engines in the orbiter are ignited approximately six seconds prior to liftoff. As the engines build up thrust, the entire vehicle bends away from their off-center push in a move engineers refer to as a "twang."

The top of the external tank swings in an arc of several feet. When the vehicle rebounds to a

vertical position, the hold-down bolts are explosively severed, and the SRB's are ignited to lift the shuttle off the pad with their combined total of 5.6 million pounds of thrust.

The SRB's achieve peak thrust about 20 seconds after launch. Shaping of the booster's turbulent grain reduces their thrust somewhat during the period of maximum aerodynamic pressure on the vehicle, ("Max-Q") and then thrust begins to build again. The explosion of *Challenger* took place just seconds after the vehicle passed through Max-Q.

Formal board selected

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Formal board selected

By Jim Bank

President Reagan announced Monday that he has formed the formal Board of Inquiry that will look into the tragic accident involving *Challenger* that killed seven astronauts.

The Board is charged with determining the reasons behind the explosion and making recommendations to correct the problem, and to make that report back to the President in 120 days.

NASA officials at the Kennedy Space Center will still not speculate to the possibility of a summer launch of the next shuttle. However, a 120-day report deadline supports NASA's intent to get on with the program as soon as possible.

Director of the Board is former Secretary of State and Attorney General, William P. Rogers. Serving on the Board with Rogers are:

Nell Armstrong — Apollo 11

Commander and the first man to walk on the moon.

Chuck Yeager — The first man to break the sound barrier and noted aerospace expert.

Sally Ride — A current NASA astronaut and America's first woman to fly in space. Ride made her historic trip aboard *Challenger*.

Bud Wheelon — Physicist, Robert Rammel — Former Vice President of TWA Inc., Dr. Arthur Walker — Physicist

at Stanford University.

Dr. Richard Feynman — Physicist at California Institute of Technology.

Eugene Coveri — Professor of Aeronautics at M.I.T., Robert Host — Former Editor and Publisher, Aviation Week and Space Technology, Dave Arneson — Vice President and General Counsel of COMSAT, Major General David Kunys — Director of Military Space.

NASA causeway visitors thrilled, then horrified

By Peter Martin
Avion Staff Reporter

On Tuesday of last week, Shuttle watchers crowded NASA Causeway East at Kennedy Space Center. Cold weather and delays failed to deter enthusiastic tourists and space buffs.

Challenger lifted off and soared into the heavens. Everything was nominal. Routine. The NASA launch commander calmly explained each phase of the launch sequence over the loudspeakers.

Suddenly, spectators saw a large fireball. One of the solid rocket boosters veered away from the fiery cloud. The other booster split off in the opposite direction, but soon they paralleled each other.

In the first few seconds, veteran launch watchers called that something terrible had happened, but not the extent of the damage. Spectators who had never seen a launch continue to cheer, unaware of the tragedy unfolding before their eyes.

Dimmed voices filled the air. "Look! Booster separation!" That's all it seemed to be. "Something is very, very

wrong.... It is that the way it should look! They're going to abort!"

The first thoughts of many was that one booster had separated prematurely, and "hat the rest of the cluster continued to climb. Viewers strained their eyes, trying to see the Orbiter gliding back to a Return-To-Launch-Site abort. Slowly, realization set in. There was no Orbiter left to return.

The Causeway grew deathly quiet. Most disturbing was the silence from NASA. As people stared in shock at the twisted contrails and smoke streams from falling debris, the extent of the disaster began to sink in.

NASA commentators picked up again: "Flight controllers here looking very carefully at the situation... Obviously a major malfunction. We have no download."

Glittering debris rained down from the smoke cloud like incandescent snow. With a strained voice, the launch commentator announced "The vehicle has exploded."

Most people on the Causeway just stood and stared in shock and disbelief. Some pointed at the sky. Some took pictures. A few cried.



Destined for Disaster...

Challenger's External Tank and right Solid Rocket Booster is shown here sitting on Pad B. The view is from below the mobile launch platform looking up. NASA's investigation is now focused on the SRB at, or near, the point where it is attached to the ET. The photo was taken last month as the 51-L crew went under paid emergency procedures.



Onlookers watch as *Challenger*'s remains drift towards the Atlantic. The view is from the public causeway site.

Newly released films, taken from North of pad 39B, show a jet of flame spurting from one of *Challenger*'s Solid Rocket Boosters. The flame jet, visible for about 10 seconds before the explosion, appears to be a leak in the booster casing. Workers at Cape Canaveral hold a memorial service to honor *Challenger*'s crew. At 11:39, a wreath is dropped from a helicopter into the ocean. Seconds later, a school of dolphins breaks surface within 50 feet of the wreath. Shortly after sunset, the U.S. Naval Ship *Simpson* returns to Port Canaveral without any visible debris on board.

SUNDAY

Search area is extended from Savannah, Georgia to Jupiter Inlet. Pieces of debris are reportedly being found in smaller sizes and quantities.

MONDAY

Memorial services continue in some of the astronaut's home towns. President Reagan announces a 12-person Board who will be responsible for determining the cause. A final report is due in 120 days.



Airton photo by Peter Merlin

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at Stanford University.

Dr. Richard Feynman — Physicist at California Institute of Technology.

Eugene Covert — Professor of Aeronautics at M.I.T.

Robert Hotz — Former Editor and Publisher, Aviation Week and Space Technology.

Dave Acheson — Vice President and General Counsel of COMSAT.

Major General David Kutyna — Director of Military Space.

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Avion Staff Reporter

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wrong....Is that the way it should look?...They're going to abort!"

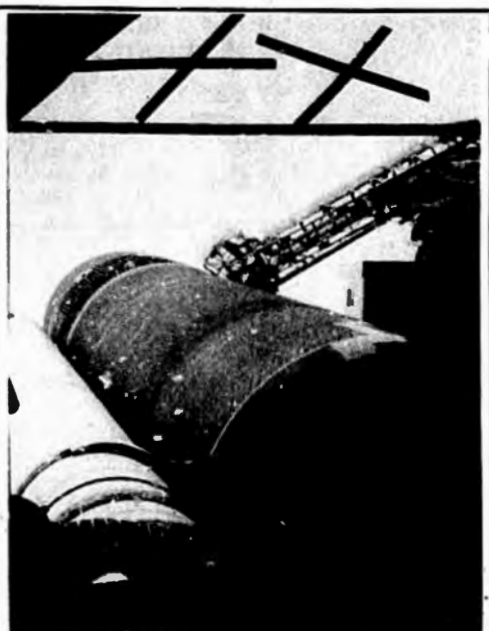
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Reactions to Challenger tragedy pour in from caring citizens around the nation

The students

Bits and pieces of my mind float
recklessly
Seeking understanding

The cool air bites ferociously
at my nose
Reminding me of days gone past
and Christmas in New York.

School is hectic — demanding
But there are those moments
where a cup of coffee
and good friends
make up for it.
Such was that moment that day.

Ours is a world of high-tech
perfection —
Barely do we give it the time
of day.
The shuttle's mind so complex,
so infallible.
So we think.

We love our shuttle, and we love
our country.
Surely someone is mistaken
That array of colors and smoke
and then
nothing...but

Those bits and pieces floating
recklessly.
A mad array of JFK, NASA
1967, now...
Bits and pieces of my mind float
recklessly
Seeking understanding.

Hope we both discover ground
soon.

Leslie Peters
Box 3085

The faculty

As I write this, it has not yet
been 24 hours since the Space
Shuttle Challenger exploded.
Mixed in with the shock and the
mourning I suppose each of us is
reexamining his own personal
philosophy, trying desperately to
find some way that a tragedy like
this fits into his view of what life
and the structure of the world are

suppose to be.

One of the things that crept in
to my mind, and then wouldn't
go away, is the philosophical
point which led me to leave in-
dustry and come to ERAU to
teach. I was determined to help
students realize the immense
responsibility of professional-
ism in the aerospace business and to try
to motivate them to learn to do
their jobs in the most thorough
manner humanly possible.

The ironic fact that occurred to
me is that the very structure of
the academic system to which I
am now dedicated is likely to
seriously erode that motivation. It
affects my students and I now
realize has, after seven years,
even begun to affect me. The
challenge is to avoid slowly slipping
into mediocrity. Challenger's
demise is the slap in the face that
should remind us of that unending
challenge.

Let me explain more specifically.
I am deeply aware of the ever
present potential for disaster in
the flying business. My father
was a test pilot who seriously
wanted to be the first man on the
moon. He is a contemporary of
Chuck Yeager and would certainly
have been an applicant for the
Mercury astronaut program had he
not been disabled in his third
plane crash.

My own career involved
designing structural modifications
to Air Force flight test air-
craft, a process similar in many
ways to the preparation of a shuttle
for its next mission. The pilots
and crews of those test aircraft
were my friends. I was constantly
conscious of the fact that if I did
my job poorly I would endanger
those friends. One of those
friends is now an astronaut, and
made his second trip into orbit on
Challenger's previous flight.

The motivation to continue
learning and to never be satisfied
with a imperfect job was almost
unavoidable in that environment,
in spite of budget and schedule
pressure very much like that
recently facing NASA. My
thoroughness was recognized and



NASA photo

The 51-L crew walks out of the Operations and Checkout Building on the way to Pad B last Tuesday. From front they are: Dick Scobee, Judy Resnik, Ron McNair, Mike Smith, Christa McAuliffe, Ellison Onizuka, and Greg Jarvis.

I was usually assigned to the most
difficult projects ongoing.

Then I decided in 1978 to come
to ERAU and try to pass on some
understanding of the satisfaction
possible from being well educated
and willing to work hard at a
demanding job.

The paradox is that the nature
of the grading process in those
very educational institutions
which are the foundation of this
industry can be the worst enemy
of the dedicated professionalism
they strive to produce in their
students.

We were reminded yesterday of
how unforgiving our vehicles can
be of imperfection or any other
of the myriad of facets of flight

really necessary.

I'm not suggesting we insist of
perfect performance for course
completion. But we do need to be
cautious lest long-term exposure
to grading policies influence our
perspective.

After graduation it makes little
difference what your degree is,
what your GPA was, or where
you went to school. Your job
must be done right or people are
in danger. Little else counts.

The flight business, whether it
be atmospheric or space, must
seriously be one of the most demand-
ing in existence. Challenger is a
stark reminder of that. I hope it
will renew an appreciation is all
of us that nothing short of com-
pletely correct effort should
satisfy us as we participate in the
growth and success of the in-
dustry. That is Challenger's
challenge to us all.

Charles N. Eastlake
Associate Professor
Aeronautical Engineering

The Nation

Associated Press

Here are some of the com-
ments Sunday about the
fatal flight of Challenger and its
crew:

"There's no way to say what
time we can go forward. But I
can give you one statement on
that. That is, this is a fundamen-
tally sound system. It's gone
through 24 successful flights.
There was obviously an accident.
There's a problem here. But the
overall configuration and design
we believe to be fundamentally
sound and we believe it won't
take a very long time to get this
problem corrected." — William
R. Graham, acting director of the
National Aeronautics and Space
Administration, appearing on
each of the major television net-
works.

"They gave it all up there. We
cannot let it be in vain. If there is
one thing that we've learned in
our history, it is that money spent
on that kind of quest for new in-
formation usually has a way of
paying off beyond anything we
can foresee at the outset.

"Once in a while we make a
mistake, but that does not mean
the quest stops. If it does, we as a
nation start to choke up." — Sen.
John Glenn, D-Ohio, the first
American to orbit the earth in
an interview published Sunday
in the Cleveland Plain Dealer.

"Now NASA will be dogged
by a new question. If space flight
still involves odds unacceptable
to Everyman, then should it be
put back in the hands of those
whose profession consists of
hanging their hides, quite willing-
ly, out over the yawning red
maw?" — Tom Wolfe, author of
"The Right Stuff," a chronicle
of the early days of America's
space program, in an essay in
Newsweek on sending scientists
and civilians into space.

"We should remember but not
play them. They were doing what
they wanted to do." — The Rev.
Warren Leager at First United
Methodist Church of Cocoa
Beach on Florida's "space coast"
near Cape Canaveral.

"It is a time to share our sor-
row, and try to share the sorrow
the sacrifice. If we share the victory,
we must also be willing to share
the defeat." — Spencer Kinard,
announcer for a special tribute to
the Challenger crew by the Mor-
mon Tabernacle Choir.

"There cannot be dream:
without a nightmare. If the seven
could speak to us, it would say
"Carry on, reach on, dream on."
We must continue their dream."
Gov. George C. Wallace, at a
memorial service in Huntsville,
Ala.

Oct 10

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October 5

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8 p.m.

The Co-op Corner

Computer Science student gains valuable insight

By Jeff Guzzetti
Avion Staff Reporter

Last week, we examined the co-op experience of an Aeronautical Engineering student. Now let's hear from the Computer Science Department.

John Joosten, age 21, is a senior majoring in Computer Science with Aviation Applications. Last Fall, John returned from what he called "the best experience I've had since I've been in college."

Joosten completed two back-to-back co-ops with People Express Airlines in Newark, New Jersey. He worked in the Computer Operations Department and gained some valuable insight into the digitized management of a large air carrier.

"I mainly inputted flight schedules and coordinated fare implementation on the computer," explained Joosten.

"I was also responsible for making sure all the phone lines that came into the building were operating properly." The CS major went on to describe his second co-op tour, which occurred at the time when People Express contracted out to have their computer work done.

"The main emphasis was the conversion to a whole new reservation system that was run by a contractor called Flight Data Resources. I was given a lot of responsibility." Joosten then described his working environment. "I shared a really nice office and worked with some really great people...I was kind of spoiled!" Joosten always had access



John Joosten

to a desk area and phone, and even though he was classified as a temporary employee he was

treated equally among his workmates.

Along with a pleasing work agenda of which he was paid \$5.00 per hour, Joosten was enthused about the benefits he was offered at People Express. "I flew for free to Florida several times, Denver for a ski trip, and to Europe on a 747. They allowed employees unlimited free travel domestically...you couldn't beat it!" Unfortunately for future co-ops, People Express now only allow one free pass every three months.

Some of the disadvantages for Joosten's co-op involved constantly relocating within the New York area. According to John, he had to move three different times because his co-op roommates were on a different schedule and had to move out.

Rent was also a problem, and this prevented Joosten from saving a large amount of money for school.

Overall, however, John Joosten was extremely pleased with his co-op and urged students to inquire about Embury-Riddle's Cooperative Education Program. "Co-oping gives you an idea of what employers expect," he explained. "It teaches you to take on a certain attitude that you need to deal with the industry."

For those interested in the Cooperative Education Program, contact Lisa Bruzetti in the Career Center at extension 1266. There are numerous co-ops available for this summer; they are listed on the bulletin board on the first floor of the University Center.

ELECT

(continued from page 1)
division of the SGA.

According to Anderson, "These positions have prepared me to take on the challenge of the office of Vice-President." He added that he has been on several committees as a "person in the past."

Anderson says he has the desire to make the upcoming graduation the best the school has seen. He feels that with his organizing skills, he could help everyone in the class get what they want during their last trimester at ERAU. He finishes, "I am willing to dedicate my free time to making our graduation fun, exciting, and, most important, a memory we can all take with us."

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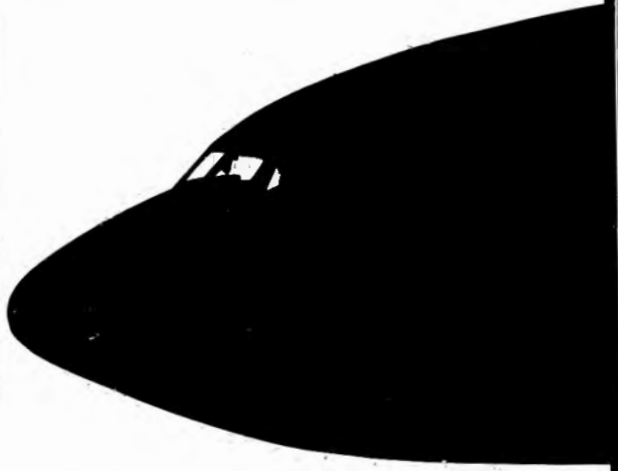
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BLOOM COUNTY

by Berke Breathed



NOTICES

SGA Election

The 1986-87 elections to the Student Government Association positions of President/Vice-President, Chief Justice, and ten Representatives will be held on March 20, 1986.

Petitions for these positions will be accepted until February 25, 1986. For more information contact the SGA office in the University Center.

Housing info

Students interested in applying for housing for the 1986-87 academic year should follow the steps listed below:

1) From February 3rd through February 14th, students may come to the Housing Office and pick up a Housing Contract between 8:30 a.m.-5:00 p.m. Students should fill out the contract and take completed Contract to the Cashiers Office and submit a \$95 prepayment. The cashiers will validate the Contract and the student should bring the Contract back to our office.

2) Students will be randomly selected by computer the last week in February, and notified of their housing status the first week in March. Students who are selected will be guaranteed their first choice of facility. Students who are not selected will be placed on a waiting list in the order that they were selected by the computer, and receive a refund of their Housing prepayment. As cancellations arise, students from the waiting list will be assigned a space in a facility and notified.

It is important that you keep the Department of Housing apprised of your current mailing address. Also please notify the office (extension 1041) if there is a change in your housing status. The Department of Housing is located in Residence Hall II, Room 278.

Library Warning

Library books and magazines are being stolen in increasing numbers.

Students and faculty are being deprived of needed resources and the library is unable to replace these items due to high replacement costs. Increased measures to protect materials must be taken. Effective Jan. 3, 1986, periodic spot checks of bookbags and briefcases will occur. Please open your bag for inspection as you leave the library during a spot check period. We appreciate your cooperation in our attempt to provide efficient library service.

Senior Class

The first meeting for all April 1986 Graduates will be held on Feb. 3, 1986 in the University Center at 8:00 p.m.

Elections for Senior Class President and Vice President will be conducted. If you are unable to attend this meeting, absentee ballots will be accepted in the Student Activities Office on Thursday, Feb. 6, 1986 until 12:00 p.m.

Student Parking

After January 31, 1986, all 85-86 ERAU parking stickers became outdated. Vehicles without current registration with the university will be subject to penalties listed in the Embury-Riddle driving regulations. For more information, contact university security at ext. 1517.

BLOCK

(continued from page 1)
four hour block will have to be kept open.

Some flight courses which require long cross-country flights, such as FA 201, 206, and 207 will remain as six (block) hour flight

courses. McDuffie noted, "(We) should be able to get the job done with four hour blocks."

McDuffie added that they will see how this system works out and then decide whether or not to continue it after next fall.

PBS

(continued from page 1)
grams." As to the involvement of ERAU students, Mr. Fidel added: "We are in an exploratory state and until programs and opportunities are evaluated, it will be hard to indicate the degree of involvement of ERAU students."

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